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THURSDAY, SEPTEMBER 5, 1907.

四拜禮

號五月九英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID UP £24,000,000

RESERVE FUNDS £14,550,000

Branches and Agencies.

TOKIO. CHEFOO. TIENTSIN. PEKIN. NAGASAKI. NEWCHWANG. LONDON. DALNY. KYONS. PORT ARTHUR. NEW YORK. ANTUNG. SAN FRANCISCO. LIOYANG. HONOLULU. MUKDEN. HOMIBAY. TIE-LING. SHANGHAI. CHANG-CHUN.

Head Office:—YOKOHAMA.

HONGKONG.—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposit:

For 12 months 5% p.a.
" 6 " 4% " " 3 " 3% "

TAKEO TAKAMICHI, Manager.

Hongkong, 6th April, 1907. [17]

INTERNATIONAL BANKING CORPORATION:

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000.
AMOUNT MEX \$5,500,000.
RESERVE FUND GOLD 13,150,000.
—ABOUT MEX \$5,500,000.

HEAD OFFICE:—60 WALL STREET, NEW YORK.

LONDON OFFICE:—THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:—BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD. BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

6 " 4 " 3 " 3 " 3 " 3 "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID UP.—Sh. Taels 7,500,000.

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin. Calcutta. Hamburg. Hockow. Kobe. Peking. Singapore. Tientsin. Tsinanfu. Tsinan. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank). Direction der Disconto-Gesellschaft.

Deutsche Bank.

S. Bleichroder.

Berlin. Berliner Handels-Gesellschaft.

Bank fuer Handel und Industrie.

Robert Warschauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sohne.

Frankfurt.

Jacob H. Stern.

a.m.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Cologne.

Bayerische Hypotheken und Wechselbank.

Muenchen.

BRITISH BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. JUNG, Manager.

Hongkong, 15th January, 1907. [24]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).

RESERVE FUND FL. 5,000,000 (£417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samoeng, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Bandjernasao.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Rangoon, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney; New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

On Current Account at the rate of 2% per annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" " 6 " 3% " "

" " 3 " 3 " "

J. BOETJE, Manager.

16, Des Voeux Road Central. [19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOME'S & CO.

Agents,

Hongkong, 31st July, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000

RESERVE FUNDS £10,000,000

Sterling

£1,000,000 at 2% = £10,000,000

Silver £1,750,000

— £1,750,000

RESERVE LIABILITY OF PROPRIETORS £10,000,000

COURT OF DIRECTORS:

G. H. Modhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq.

E. Shellim, Esq.

K. Goetz, Esq.

H. A. W. Slade, Esq.

C. R. Lehmann, Esq.

E. H. Tomkins, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG.—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per annum.

For 6 months, 3% per cent. per annum.

For 12 months, 4% per cent. per annum.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSITS at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION:

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSITS at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION:

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [22]

THE CHARTERED BANK OF INDIA.

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1843.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,800,000

Shortly to be increased to £1,200,000

RESERVE FUND £1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS £1,800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balances.

On Fixed Deposits for 12 months, 4% per cent.

" " 6 " 3% " "

" " 3 " 3 " "

JOHN ARMSTRONG, Manager.

Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (£1,250,000).

Subscribed Capital FL. 10,000,000 (Paid-up).

Reserve Fund FL. 2,112,570.36 (£176,048)

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BAZAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajao, Bandoeng and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338	H. J. Black.
"FATSHAN,"	2,260	C. V. Lloyd.
"KINSHAN,"	1,995	B. Branch.
"HEUNGSHAN,"	1,998	R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain W. A. Valentine.
"SUI-TAI,"	1,651	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 1 P.M. from the COMPANY'S WHARF.

On Sunday Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.		

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINTAM,"	188 tons	Captain J. Wilcox.
"NANNING,"	569	Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 5 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 16th August, 1907.

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REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9.30 P.M. (Sundays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents:—Messrs. E. Paquet & Co.

For further particulars, please apply to—

BARRETT & CO., Agents.

Hongkong, 5th April, 1907.

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WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAH" and "SAN-UI".

BAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Cabin Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland Indies Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 175, YORK BUILDINGS, 1st floor, Hongkong, 27th August, 1907.

[13]

Dentistry.

TSIN TING,	DR. M. H. CHAUN,
LATEST METHODS OF DENTISTRY,	THE LATEST METHOD
STUDIO AT NO. 14, D'AGUILAR STREET.	of the
REASONABLE FEES.	AMERICAN SYSTEM OF DENTISTRY
Consultation Free.	35, QUEEN'S ROAD CENTRAL,
Hongkong, 20th June, 1904.	From the University of Pennsylvania, U.S.A.

[60]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60 ft; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested, by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessel, in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 506, or 681.

Telegrams, "Dock, Yoko'nma," Codes A. B. C. 4th and 5th Edt.

Liebers, Soorts, A. I., and Watkins.

Yokohama, May 3rd, 1907.

KILLED BY A LION.

WOULD-BE "PERFORMER'S" TERRIBLE DEATH.

A thrilling story was told at the inquest on a lion tamer's assistant, who was mauled to death by a lion at Gloucester Theatre on Sunday night (July 28).

Miss Ella was to have given a performance at the theatre this week, and nine lions, six fully grown, and three cubs were taken there in cages.

In her absence Joseph Hassellmann, an assistant, was struck with the idea of having a performance to himself. Contrary to orders, he placed two cages together for the purpose of getting three lions into one cage, and while this was being done one of the animals escaped into a dressing-room.

THREW A CHAIR AT THE ANIMAL.

Hassellmann sought the assistance of a stage hand to lift the door of the cage up while he endeavoured to drive the lion in. The animal at first showed no temper, but ran round the dressing room, chased by Hassellmann, who had an iron bar in his hand.

The lion apparently objected to re-entering the cage, for it continued to patrol the room, which so exasperated Hassellmann that he threw a chair at the wanderer.

The animal seized the chair and crushed it with its teeth as it would a bone. Then it sprang at the man and brought him to the ground.

Meanwhile Miss Ella arrived, and heard Hassellmann say, "Oh, Miss Ella, I have done wrong."

The animal stood over the body of the man, giving him a blow with its paw every time he moved. A rifle, was secured from a shop near, but so close was the animal's head to that of the man that it was deemed risky to shoot it. VANQUISHED BY FIRE HOSE.

Miss Ella fired several blank cartridges from a revolver, but without frightening the lion away. Then it was suggested that the fire hose should be turned on the lion. This was done, and the infuriated animal trotted into the cage, and was secured.

By this time Hassellmann was dead. One of his legs and his neck were terribly torn, his thigh was lacerated and broken in two places, and his head was fearfully injured.

The verdict was that "Deceased was killed by a lion, and that no blame attached to any one."

"CIGARETTE FIENDS."

DIVERSE MEDICAL VIEWS AS TO SMOKING.

The medical men had an interesting, and occasionally amusing, discussion at Exeter on August 2 on the tobacco habit.

Troquay, who in a paper on "Effect of tobacco smoking on the health of the individual and the nation," delivered a violent counterblast to the use of the weed.

During recent years, the doctor said, he had made a special study of medical literature relating to the diseases produced by smoking and chewing tobacco, and the conclusion was that the habit of smoking could not be defended on scientific grounds. He attributed the practice amongst lads to the desire to emulate their elders, and so in its beginnings the habit was founded on sentiment.

Boys naturally thought that it was the correct thing to learn to smoke, and though the first attempt should convince them that it was injurious to health, they could not see it in that light. It was their ambition to be in the fashion, and they forced their stomachs by perseverance to tolerate poison, and in the time the habit became a pleasure and a solace. (Laughter.)

BOYS AS "CIGARETTE FIENDS."

Medical science distinctly taught that tobacco contained a deadly poison called nicotine, and that this was especially injurious to growing boys. Consequently the habit of smoking was opposed to the laws of hygiene. It was evident that the public mind was fully alive to the dangers of juvenile smoking, and great efforts were now being made in Scotland and in some parts of England to save the boys from self-destruction, for such it was. Hundreds and thousands of boys were growing up to be cigarette fiends.

He did not think legislation would check the evils of the tobacco habit. He would advise every adult to give it up for two reasons—first for a selfish reason, because the habit was dangerous to health in many mysterious ways; and secondly, for the rising generation.

KILLING THEMSELVES BY THE HUNDRED.

Was it reasonable to suppose that people of this land could enjoy good health when they consumed three million pounds by weight of tobacco each year. The quantity of nicotine represented by that amount was beyond his powers of calculation. Cigarette-smoking, which was so common among men and boys, and even ladies, was certainly a national danger, and boys were killing themselves by hundreds and thousands.

He believed that the connection between smoking and insanity was closer than was generally believed.

Dr. Drury, Halifax, stoutly defended the practice of smoking. He had always understood that the discoverer of tobacco-smoking was a Devonian, Sir. Walter Raleigh, but according to Dr. Tidwell it seemed that it was an invention of Satan specially devised to catch you. (Laughter.)

DOES SMOKING PREVENT CONSUMPTION?

Dr. G. C. McWalter (Dublin) said that from his observations in hospital he had wondered whether smoking had not the effect of preventing tuberculosis, for he had found amongst young patients that non-smokers were more prone to tuberculosis than smokers. He denied that smoking was injurious to the teeth.

Dr. Wynne (Leigh) declared that he had always smoked to excess, and he had no particular fault to find with his health. As to whether he was shortening his life he could

not argue that matter with Dr. Tidwell until he was dead. (Laughter.)

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1842.

CHEMISTS

APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.AERATED
WATERS
OR
ABSOLUTE PURITY
AND THE
HIGHEST DEGREE
OR
PERFECTION.

OUR SODA WATER is the most wholesome daily beverage that can be taken.

OUR LEMONADE, ORANGE CHAM-PAGNE, RASPBERRYADE, LEMON SQUASH, &c., possess the true flavour of the finest Fresh Fruits.

We would draw special attention to OUR LIME FRUIT CHAMPAGNE, which has the pleasant characteristics of the finest Lime Fruit.

OUR DRY LINGER ALE is a beverage of delightful flavour and aroma.

OUR SARSAPARILLA is not only a delicious drink but a blood purifier as well.

OUR STONE GINGER BEER since its introduction, has steadily growing in popular favour.

A. S. WATSON & CO.,
LIMITED.
CHEMISTS, AERATED WATER
MANUFACTURERS,
&c., &c., &c.
HONGKONG, CHINA & MANILA.

Hongkong, 31st August, 1907.

Closky saying he was ill and had not been able to turn up. The Captain had got some one to take his place and got Dr. Kong, who had a licence from the Hongkong College of Medicine, and had practised in Hongkong. Captain Lawson, or the agents, had to pay this man the sum of \$600 to simply go to Singapore, in order that the ship should not be delayed. The only legal point was the qualification of a medical practitioner. The summons was only taken out at the instigation of Dr. McDowell and his contentions were against his (counsel's). Dr. McDowell's contention was that only the diplomas approved of by the Governor Council enabled persons to become medical practitioners. Mr. Sproule and he (counsel) had looked up the *Government Gazette*. It seemed to him that Dr. Kong was a qualified medical practitioner as he held a diploma in Hongkong. If no offence had been committed, it was extremely hard that a summons had been taken out against Captain Dawson under the circumstances. They had to pay this man \$600 and would have to send him back to Hongkong. All the trouble was simply because a man whom they had engaged and given an advance to had not turned up. Happily for the steamship company represented by Capt. Dawson they had in the Deputy Public Prosecutor a man who was not bound by red tape. He said that as a friend of the Court, he was entirely in agreement with Mr. Elliot, but perhaps the Ordinance of 1907 would throw some light on the subject. Mr. Elliot said he did not know what the ship up North would do if a doctor died there. In his opinion Dr. McDowell seemed to be excelling himself in making restrictions upon the trade of the port. Even if they had the President of the Royal College of Surgeons on board, he would not, in the view of Dr. McDowell, be a qualified medical practitioner because he was not registered in Singapore. Mr. Sproule pointed out that, according to the Ordinance, any ship's surgeon in the discharge of his duties was regarded as a member of the local medical profession and he urged that no offence had been committed. In answer to the Court, Dr. Gibbs, acting Port Health Officer, said he wished to go on with the case. Mr. Sproule remarked that perhaps Dr. Gibbs had received orders to go on with the case, but he would take the responsibility and ask the Court to throw the case out. Ultimately, the presiding Magistrate discharged Capt. Dawson. It is thus due to the master of the *Long War* that by a definite ruling of the Court in the Straits Settlements the diplomas issued by the Hongkong College of Medicine will be recognized as valid in case any of its licentines elect to ship as emigrant doctors on board the numerous steamers engaged in the lucrative passenger traffic trading between Hongkong, the Coast Ports and the Straits Settlements. The masterly ruling is a decidedly valuable one.

MAJOR S. Macdonald, Royal Army Medic Corps, stationed at Woolwich, has been placed under orders for service at Hongkong, for which he will embark on Oct. 31. Major Macdonald has been over 20 years in the medical branch of the service, and he had considerable professional experience in the Tigris Expedition, 1879, (medal with two clasps).

On Aug. 23, the Bangkok Customs guard on duty found 14 tins of opium on the bridge-deck and 37 lbs behind the donkey boiler of the engine-room of the *s.s. Chao Fa*, from Singapore. All the tins were ten-tenths tins, the opium being valued at Bangkok at over 3,500 taels. The police would be happy to have the acquaintance of the owner or owners.

LIEUTENANT A. Mellin has been appointed first lieutenant of the *Tamar*, receiving ship at Hongkong, vice Lieutenant A. G. Hamilton, whose appointment has been cancelled, and who has joined the battleship *Ramillies*. Lieutenant Mellin has served in the Royal Navy since October, 1896, when he was appointed lieutenant on the supplementary list.

SAHJOO, a fireman on board the steamer *Gregory Apear*, was to-day sentenced by Mr. Hazelton, at the Police Court, to three weeks' imprisonment for assault. Sahjoo was found guilty of striking the head fireman, Sabon, on the head with a bamboo pole, which necessitated the latter's removal to hospital, suffering from a scalp wound. Sergeant Davis made the arrest.

A TOKIO despatch of 1st inst., in the *N.C. & D. News*, says:—In compliance with a request by Koreans, the Residency General has dispatched a lieutenant-colonel with a number of gendarmes to Kanto, on the Chinese-Korean border, in the Hamgyong province, for the purpose of protecting Korean subjects. As China insists that the ownership of Kanto is hers, a conflict is probable.

AN accident, which ended fatally to a Chinese fireman, occurred the other day while the steamship *Tiswan* was on her way to Hongkong from Australia parts. One of the firemen, it appears, while at work lost his balance and fell into the stockhold. He was picked up and every assistance shown him, but he succumbed to his injuries when the vessel arrived in port this morning.

GRAND CORDONS of the Order of Pavlovina have been bestowed upon M. Stolypin, Russian Premier, and M. Ivolsky, Russian Minister of Foreign Affairs, while Grand Cordon of the Order of Alexander Nevsky have been bestowed upon Mr. Saionji, Japanese Premier, and Viscount Hayashi, Minister of Foreign Affairs, in recognition of the conclusion of the Russo-Japanese Treaties.

MR. F. Kiene, through his attorney, Mr. E. J. Grist, applied for his discharge in the Bankruptcy Division of the Court, to-day. Mr. Grist said that his client was entitled to his discharge. The whole question was how long could the Court keep it back. It seemed useless to keep a man hanging about unable to do anything and he hoped that the Court would deal with the case as lightly as possible. Mr. Justice Wise: I have read the report through and I propose to suspend the discharge for two years.

IP YO YIN, a milk coolie, employed by the Dairy Farm Co., Ltd., this morning forfeited \$5 at the Police Court, through his negligence. He was charged with carelessly driving a cart and causing injury to a young girl, residing at No. 10, New Street. Accused had charge of the company's milk cart and was returning to the town dépôt. Somewhere in Hollywood Road he lost control of the cart which broke away, and a girl was knocked down, the wheel of the cart passing over her foot. She was sent to hospital for treatment. She was able to appear in Court to-day and she was compensated for the injury done to her foot.

H.E. VICE-ROY Yuan Shih-kai has received a report from *tai tai* Chang Shih-chien, Director of the Kiangnan Arsenal, with reference to the employment of an experienced English scientist of Shanghai named Tu Pei-pei (in Chinese) to serve as scientific teacher in the arms school of the Arsenal for twelve hours each week at Tis. 300 per mensem. Mr. Tu Pei-pei was recommended by a German firm (Jiushé Yánghóng) without agreement, because the engagement is only an experiment. Mr. Tu Pei-pei will enter into his duties after the summer vacation of the school. In addition to his duties of teaching, Mr. Tu will conduct scientific analysis in connexion with the Arsenal whenever he is requested to do so by the director from whom he will receive his instructions. Vice-roy Yuan has ordered Taolai Chung to report this scheme to the Ministry of War for final orders.

SECOND-Lieutenant L. Sloane-Stanley, Middlesex Regiment, who has just been transferred to the 3rd Battalion, Hongkong, has been promoted lieutenant after two and a half years' service.

A few changes occurred among the police yesterday. Inspector Collett, who for two months had charge of Mount Gough Police Station, the Peak, returned to No. 7 Police Station, the vacancy at the Peak being filled by Sergeant Garrod. Sergeant Penton returned to the Central from No. 7 Police Station.

THE telegram quoted below was received at the U.S. Consulate-General from the Manila Observatory at 12.15 p.m., to-day:—September 3rd, 1907. 11.30 a.m. Typhoon probably recurring northeast of Luzon in about 10 hr.

A few changes occurred among the police yesterday. Inspector Collett, who for two months had charge of Mount Gough Police Station, the Peak, returned to No. 7 Police Station, the vacancy at the Peak being filled by Sergeant Garrod. Sergeant Penton returned to the Central from No. 7 Police Station.

THE King has been pleased to give and grant unto Frank Harris, Esq., commander of the Chinese Revenue cruiser, *Chuchia*, His Majesty's Royal licence and authority that he may accept and wear the Star of the Fourth Class of the Imperial Chinese Order of the Double Dragon, conferred upon him by His Imperial Majesty the Emperor of China, in recognition of valuable services rendered by him.

WHERE the printer's devil is concerned it is not easy to be quite sure of literal accuracy at any time. Here is a case in point, from a home paper:—"It is not often that the *London Gazette* is caught napping quite so unhandily as on a recent occasion, when, in announcing the appointment of Sir T. M'Call Anderson as one of His Majesty's honorary physicians in Scotland, the vacancy was said to be due to the death of Sir T. Fraser, who is fortunately enjoying excellent health. The appointment really resulted from the death of Sir W. T. Gardiner. A mistake in a Christian name with reference to a knighthood on one occasion led to a happy ending, for the difficulty was got over by both the intended recipients of the hon'or and the one whose name was erroneously given being knighted." (But the humour of the above paragraph really lies in the fact that the deceased physician's name was not Gardiner at all, but Galderer.)

HONGKONG COLLEGE OF MEDICINE.

We have received the Calendar for the session commencing 16th inst. The subjects and lecturers will be as given in the table below.

Subject	Lecturer	Place of Lecture
Anatomy	Dr. R. M. Gibson	Alice Memorial Hospital
Medicine	Dr. H. Macdonald	Queens College
Prudence	Dr. F. Clark	Sanitary Institute
Teratology	Dr. Ho Ka Tsui	Alice Memorial Hospital
Midwifery	Dr. G. F. Aubrey	Alice Memorial Hospital
Practical Chemistry	Dr. W. P. A. Moore	Queens College
Surgery	Dr. W. V. M. Koch	Government Civil Hospital
Pathology	A. H. Crook, M.A.	Queen's College
Bacteriology	Dr. C. M. Henley	Medical College
Physiology	Dr. R. A. Bellis	Alice Memorial Hospital
Practical Medicine	Dr. F. Keyl	Alice Memorial Hospital
Material Medicine	Dr. O. Marist	Alice Memorial Hospital
Total Medicine	Dr. Jen Hawk	Tung Wah Hospital
Medicine		Clinical work from 10 to 1 daily.

BORNEO EXPLORATION EXPEDITION.

RETURN OF THE PARTY.

The *s.s. Jacob Diederichsen*, chartered by the Syndicate which had organized the exploration expedition along the coast of British North Borneo, first reported in these columns, returned to port last evening. The *Jacob Diederichsen* left Beran River on the 21st ult. and arrived at Hongkong yesterday. She came in ballast. The steamer brought back the representatives of the Syndicate, viz., Messrs. Lanzoni, C. P. Chater (Secretary of the Hongkong Lion Mines Co., Ltd.), Drummond and Eisler.

FUN AT THE "BELLE VIEW."

SEAMAN GOES DOWN ON HIS KNEES AND BEGS FOR PARDON.

M. A. Rzack, proprietor of the *Belle View* Hotel, charged one Michael Lenard, a seaman, residing at the *Sailors' Home*, with behaving in a noisy and disorderly manner in the hotel yesterday afternoon. Evidence was adduced to the effect that accused had an altercation with one of the hotel "boys" regarding the price of several bottles of beer. During the wrangle some unparliamentary language was used, which annoyed several guests at the hotel. Lenard was told to be quiet, but he refused and was given in charge.

His Worship—Did you assault the complainant?

Accused—No, I did not. I was the one who was assaulted. He pushed me all over and knocked me on the ground. Finally, I had to go on my knees in the middle of the road and beg him pardon and ask for mercy. (Laughter.)

Inspector Gourlay informed the Court that accused had had a previous conviction.

His Worship—You were fined before, were you not?—Yes. I got five days for drunkenness.

He was fined \$7, the alternative on this occasion being fourteen days.

A HINT TO TRUCK OWNERS.

Inspector Ritchie, of the Central Police Station, charged two truck coolies at the Police Court, this morning, with recklessly driving a truck in the public street and doing damage to the extent of \$7 to a public ricksha. The accused admitted the charge, but said they were not to blame. The ricksha was blocking their way and they could not get past without colliding with it. The ricksha coolie denied this. His vehicle, he said, was in the side-channel in Queen's Road, near Queen Street. He accused who were in charge of a truck came occurring down Peel Street at such a rate that they failed to switch the truck round either to left or right on entering Queen's Road, with the result that the truck ran into his ricksha, doing considerable damage.

Inspector Ritchie, in reply to a question by the Court, said that defendants were ordinary street coolies and did not have the means to compensate the ricksha coolie. The truck, he said, they hired for the day. Mr. Hazelton ordered each coolie to pay \$3 to compensation to the owner of the ricksha.

Letting out a licensed truck on hire is against the law. And the owner of the above-mentioned truck was next called upon to explain how the two coolies came to be in possession of his truck. He said that the men had taken it without his consent, but this proved to be untrue and he was fined \$5.

CHINESE EDUCATION.

MOVEMENT TO INDUCE STUDENTS TO GO TO ENGLAND.

Sir John Jordan, his Majesty's Minister in Pekin, has recently drawn the attention of the Foreign Secretary to the disparity between the numbers of native Chinese going to Japan and the United States for purposes of education, technical and otherwise, and of those who go to England for the same purpose; and he has suggested that it would be advisable to take some steps to encourage the dispatch of Chinese students to British educational centres.

Sir Edward Grey is stated to be in sympathy with Sir John Jordan's suggestions, and has expressed his approval of a movement that has been set on foot to give effect to them.

Under the auspices of the China Association and the China Society, a committee has been formed which, in order to encourage the dispatch of Chinese students to England, will draw up an authoritative statement showing the cost of education, scholastic and technical, in the various schools and institutions in that country.

It is intended when the gathering of informants is completed to prepare a translation in Chinese which will be sent to the Imperial Board of Education in Pekin, copies being also sent to the Viceroy of all the provinces and to various educational establishments in different parts of the empire.

KOWLOON SMALL TALK.

FUNNY NAMES BRING TROUBLE.

This forenoon, at the Police Court, Mrs. Short, of 1, Granville Avenue, Kowloon, summoned James Wilson, fourth officer of the steamer *Zafiro*, before Mr. F. A. Hazelton, for assault. A cross-summons was served on Mrs. Short for using insulting and indecent language.

His Worship (to defendant)—Do you admit assaulting her?—Yes.

You plead guilty?—I had a reason for so doing.

You must either plead guilty or not guilty to the charge.—I plead not guilty.

Mrs. Short, wife of Sergeant Short, R. G. A., said that at about half-past six o'clock on Saturday evening she was in her house. It was tea time and witness and her children were having tea.

His Worship—Yes, and what happened?

Witness—My husband was pretty late in returning home that evening. I sent my little girl to see if her father was coming, and she hadn't time to look through the window when a friend of the accused—William Lambert—turning to the accused, asked: "Did you see that monkey face?" Witness heard the insulting remark and went out to the accused and his friend. Witness asked why he insulted her daughter. Lambert replied: "You are a liar. I'll call my friend." Witness returned to the garden. Then accused went up to witness and said: "Woman, what's the matter with you? You are drunk." Witness tendered an appropriate answer, whereupon defendant slapped witness's face. Witness struck back and, calling to her daughter, she said: "Go and get your father's walking stick and I will show this insignificant rascal what I can do." Getting the stick, the witness said, she went after the accused, who seized her and, taking away the stick from her, accused struck her with it several times.

His Worship—Why should he hit you? He does not know you.

Witness—These two lads have been insulting to my daughter.

The cross-summons was then heard.

James Wilson, fourth engineer, *s.s. Zafiro*, said that on Saturday last he met Lambert and both went for a walk. Passing Mrs. Short's house a little girl, who was looking out of the window, twisted her face and, addressing accused and his friend, said: "Ooh you monkey!" Lambert replied: "I don't know who is the biggest monkey." Defendant came out soon after and, calling Lambert an "insignificant bally rat," asked why her daughter was insulted. Witness and his friend went away and accused returned to her garden. From over her garden wall she accused witness of insulting her daughter. Witness went up to the wall for an explanation and was struck across the face. He returned the blow. Securing a stick defendant came into the street and approaching witness started to belabour him with the stick. Witness got the stick away from her. Then she started to slap his face, which, he said, "was flushed and was swollen." Defendant, he alleged, was intoxicated at the time.

Mrs. Short—I'll have him up for defamation of character.

"I struck her four times," concluded the witness, "and anyone who was treated in that way would have done the same."

William Lambert was then called and examined. He corroborated the last witness's evidence.

His Worship—What questions have you to ask this witness?

Defendant—Simply that he has been the cause of the whole trouble. He and his sisters have constantly been insulting my daughter, saying that "her face was just as good as theirs."

His Worship—Have you been insulting defendant's daughter?

Witness—No.

Then what reason has she for saying so?—I don't know.

Defendant—The reason is this. That I do not allow my daughter to associate with Lambert, who is known to be a "rather fast" chap at Kowloon.

His Worship bound both parties over in the sum of \$100 each to keep the peace for a year.

NAVAL GUANERY.

CHINESE EDUCATION.

So far as has been ascertained by the published scores, the *King Alfred*, flagship of Vice-Admiral Sir Arthur W. Moore, K.C.B., C.M.G., commanding the China Squadron, stands at the top of the list in the gunnery tests of this year. Of course, all the scores have not been published, but in any case that of Captain Thurday's ship will take some beating. With her 92 in. guns, of which she carries a couple, the two gunlayers scored 15 hits out of 19 rounds, and had the gunnery of the 6 in. weapons done as well the score would have been unapproachable. The 6 in. guns, of which she mounts 16, fired 1,9 rounds, and made 98 hits. The score for the ship, therefore, stands at 7611 points, and that of the best next ship of the Fleet, the battleship *Prince of Wales*, is 6298. The *Astraea*, Captain C. L. Vaughan-Lee, of the China Squadron, has also done well, both with her 4 in. guns and the smaller quickfires, the former making 88 hits on the target—of which 47 were bullseyes—out of 94 rounds, and the 6 in. and 3 pounders made 151 rounds, of which 86 found the mark. The *Flora*, Captain Hubert Grant-Dalton, discharged 16 rounds from her couple of 6 in. guns, and hit the target every shot, but as bulls only count her, actual score was 11 hits. The eight 4.7 in. guns which form her secondary batteries made 35 hits out of 66 rounds,

Telegrams.

[Advertiser.]

Sir Harry Maclean.

London, 3rd September.

The Legation at Tangier has received letters from Sir Harry Maclean which, it is understood, notify Raissi's terms.

Chinese Outrages on the Rand.

There is a recrudescence of Chinese outrages on the Rand. Occupants of lonely houses have been assaulted and one killed.

There were 28 murders in August, most of which are ascribed to Chinese.

Later.

Morocco.

The Spanish Government, in agreement with France, has decided to send troops to Tangier, Tetuan, Larache, and Alcazar, to protect Europeans, pending the organisation of police.

General Drude made a reconnaissance on Sunday.

Five miles from Casablanca, the enemy was found in strength. A charge was repulsed, but a vigorous harassing was kept up as the French retired.

Plague in San Francisco.

Three cases of plague have occurred in San Francisco.

HONGKONG INDUSIRHS.

The Acting British Commercial Attaché to H.M. Legation at Peking (Sir A. Hosie), in reporting on a visit he recently made to the southern ports of China, remarks that Hongkong, although generally regarded as a mere dépôt of trade with China, has in recent years developed into a great industrial centre, whose manufactures are sent, not only to China, but to various parts of the world, including the United States of America, Japan, Australia, Siam, Burma, and India. He describes the various industries carried on in the Colony, but his remarks scarcely carry us beyond the very full description of Hongkong and its industries given recently by our own correspondent in the Far East, marks the L. & C. Express.

CHINA AND THE POWERS.

AN EXTRORDINARY RUMOUR.

An incredible but highly mischievous report has lately been current in Peking to the effect that four of the foreign Powers have recently presented a demand to the Chinese Government to the effect that China shall abandon all idea of reconquering her navy, shall surrender what modern warships she already possesses; shall dismantle her fortresses and withdraw her garrisons from the sea-coast and the shores of the Yangtze-kiang. The defence of China against outside aggression will then be undertaken by the Powers which have preferred these demands.

Nothing has been said about the means which the Central Government will take to resist these demands, and it is pretty certain that the whole story is a fabrication. It would appear, however, that there is some truth in the report there is sure to be serious trouble in China—*Shanghai Times*.

WEI-HAI-WEI.

The Times Peking Correspondent, in a telegram dated 4th ult., states:—

For some time past I have been visiting among other places in North China the British port and leased territory of Wei-hai-wei. The possession is small in territorial extent, but is one presenting a remarkable illustration of the British genius for governing Asiatics. The opinion is widely held in the Far East that the time has come when the British Government should announce its intention as to the future of the port. The present uncertainty stifles all development and causes constant misunderstanding. Why cannot our Foreign Office give the requisite assurance to the British in China that Wei-hai-wei will continue a British possession? The port has great advantages as a sanatorium both for our navy and our subjects in China, who, now, uncertain of the future, hesitate to invest money there, and resort instead during the summer to the German port of Tsing-tau or to sanatoria on Chinese soil, to the great enrichment of those places. Every Englishman who before the present uncertainty invested money in Wei-hai-wei did so under the direct encouragement of official statements in the House of Commons that Wei-hai-wei would be held so long as other Powers held similar leases of Chinese Territory, yet when the British community on June 1, 1906, petitioned for information as to the future they had to wait ten months for a reply. Even then on March 21st, Lord Elgin evaded a direct answer and refused to discuss "hypothetical cases" but curiously informed the colonists that "whatever contingency may arise the British Government could not entertain any claim of compensation to firms or individuals who have invested money in Wei-hai-wei." The present policy is regarded in the Far East as illogical.

If the British Government will announce its intention to retain Wei-hai-wei industries will be started and the colony will quickly prosper. If the Government is prepared to restore possession to China, the Chinese Government would certainly engage to compensate the residents who had invested money there while the port was under the British flag.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE NAVY LEAGUE AND ITS NEGLECTED DUTY.

To the EDITOR of the "HONGKONG TELEGRAPH."

Sir—The statement sent to the Press on behalf of the present majority of the Executive Committee of the Navy League, over the signature of the League's President, is no remarkable document that we ask your leave to comment upon it.

In the first place, it indicates the final abandonment by the League of its critical function, and the substitution of education as its primary aim.

In the next place, the majority of the Committee definitely range the Navy League on the side of the policy of naval expansion pursued by the present Cabinet; while, as if to prove still further the completeness of their confidence in that Cabinet, they announce their belief that "command of the sea is now the first object of national policy."

In spite of the facts that this Cabinet was returned to power pledged to the bill to cut down expenditure on both services; that the Prime Minister has repeatedly affirmed his ardent desire to reduce armaments; that 122 members of the present House of Commons specially appealed to him in 1906 to reduce the Navy; that a very large part of the supporters of the present Government entertain ideas as wildly remote from reality as to suppose that arbitration can be substituted for war; and that this very Cabinet has made proposals at the Hague Conference which involve the restriction of the power that command of the sea confers, and which have made both itself and Britain the laughing-stock of every Chancery in Europe;—the Committee of the Navy League still believe that to attain the command of the sea is the principal object that this Cabinet has in view!

Probably, in the whole of our history, no belief more strikingly at variance with all the evidence of facts was ever held by a body of men to whom some degree of responsibility was supposed to attach. If this were indeed the principal object of the Ministry, what a cry of pious horror, what a shout of fury and disgust, would go up from the great body of that Ministry's supporters!

After this, it is hardly surprising to find that the Committee in effect repudiate their own letter to the Prime Minister of July 1st inst., their own letter to the Press of October 19th last, their own official pamphlet of May last, and their own article (for which they had specially acknowledged responsibility) in the current July—number of the *Navy League Journal*.

In the first of these letters they urgently protested against reduction in the programme of naval construction, affirming that "not three, nor four, but five armoured ships" should be laid down; and in the second (their protest disregarded) they deliberately stated:—"Here, then, is the case in a nutshell. Political considerations implying subservience to the outcry for retribution, have brought about a serious reduction in our first line of defence, a direct incentive to our possible adversaries to push forward their naval preparations."—Tidal Fremantle, whom they now quote on their behalf, went even further, for in the November number of the *Journal* he wrote:—"The reductions, then, are political, and undoubtedly such."

In their official pamphlet of May, the statement that the Navy is not up to the two-power standard, far less possessed of a margin over it, is made with the most definite precision. The fighting values of the principal fleets of the world are there estimated in points. The number of these assigned to Britain is 747; to France and Germany, 744; to the United States and France, 814; and to the United States and Germany, 752. And it is added that each of these combinations is "as strong as, or stronger than, the British Navy, and could pose England in a most perilous position."

At the annual meeting on May 15th, our opponents disavowed all responsibility for the *Navy League Journal*—"the Official Organ of the Navy League," as it had previously been styled. They must now disavow all responsibility for this pamphlet, and explain to those whom they give it that nothing therein printed is to be taken seriously. We publicly ask the President of the Navy League, whether the Committee propose to follow this course; and if not, why not?

But even the inconsistency of the Committee's contradictory voices on the subject of the two-power standard fades into comparative insignificance by the side of their self-contradiction in regard to "the organisation of the First Line Fleet for instant service." For, barely a month is elapsed since they sent to the Press advance proofs of their article, above referred to, in which they conclusively showed that the First Line Fleet is NOT organised for instant service. And now they effectually repudiate their previous demonstration.

The present utterance of the rulers of the Navy League amounts, in short, to the definite denial of the previous utterances which they had launched upon the world. The very conditions which they postulate for action have been proved by themselves to exist, and now, in order to avoid the action, they deny the conditions. Their position is that on the one hand they have shown the country to be endangered, and, on the other, they decline any attempt to render it so.

Could self-sufficiency and abnegation of duty be more clearly shown?

Since the Committee cling to their office—despite their recent condemnation by the votes of those present at the most representative meeting of the Navy League ever held—their right course now is to decline the League's dissolution, and thus leave a space for the creation of a new Organisation which shall seek to fulfil the needs of the country and of the Empire.

But whether they follow this course or not, that new Organisation will be created.

We are, Sir,

Yours faithfully,

(Signed) H. OLD F. WYATT.
(Signed) L. GRAHAM H. HORTON-SMITH.

Paper Buildings,

Temple, London, E.C.

July 31st, 1907.

INFRINGEMENT OF TRADE MARKS.

We note from recent mail papers that the question of the infringement of foreign trade marks and Hong Kong names is occupying an increasing amount of attention in business centres both in China and in Japan. The subject is not a new one, and it has more than once been prominently brought forward in this country by Dr. Morrison and others. What appears to be a really flagrant case has recently occurred in China, which cannot but emphasize the seriousness of the matter, and clearly demonstrates the need for more drastic representations on the subject. A Japanese merchant, as in so many recent cases, is the culprit, and the well-known firm of Messrs. Carlowitz and Co. the victims. This firm has been known throughout China for years under the Hong Kong name of Lee Woo, and, amongst other lines, is doing a very extensive business in toilet soap. The packages bore the Hong Kong name, and thus steadily acquired for it a high reputation. Some time ago, however, it was found that a soap of Japanese manufacture, but marked with the characters Lee Woo both on the soap itself and on the wrapper, had been introduced into the China market and was commanding a large sale. Upon investigations being made, it was ascertained that a soap manufacturer of Osaka had not only appropriated the name, but had actually succeeded in registering it at Tokyo as his trade-mark, thus profiting by the reputation of a firm which for three generations had made it their work to build up a sound reputation for their goods. The case was taken up with the authorities, but nothing could be done in China, and so the matter had to be referred to the Bureau of Registration at Tokyo. The application of Messrs. Carlowitz was accompanied by a number of documents, including communications from the Yokohama Specie Bank, the German Consulate-General at Shanghai, and even the Japanese Consulate-General at that port, showing that Lee Woo was the recognised and well-known Chinese name of Messrs. Carlowitz, but the Bureau had ruled that Mr. Iwamoto was justified in using the house's name, on the ground, apparently, that it had not been made sufficiently clear that Lee Woo was the name of Messrs. Carlowitz, and had refused to cancel the registration of the trade-mark. It is sincerely to be hoped, both from the Japanese point of view and that of foreigners that such a ruling will be reversed on the appeal which Messrs. Carlowitz are now making. This is a flagrant, but unfortunately, it would seem, far from an isolated case of unfairness on the part of Japanese merchants. They have been frequently accused of similar practices in Japan, Hong Kong, Shanghai, and in Manchuria, and up to the present Japanese authorities appear to have entirely failed to grasp the foreigners' point of view and to render justice where it appears to be clearly called for. Unscrupulous traders are not unknown either in the British or any nation, but we enjoy a code of laws at home which strictly put down any such unfair practices, and it is to be hoped that Japanese officials will realise the importance, for the sake of the nation's reputation and ultimate prosperity, of refusing to allow any system of trade piracy to be carried out with impunity. Perhaps Japanese law is at present defective; if so, it should certainly be remedied so as to give sufficient the necessary protection. The particular case in question again emphasizes, on, the need for the promulgation of trademark regulations by China, and it is exceedingly desirable that Japan and all the Powers should, with the least delay possible, come to an agreement on this important matter.—L. & C. Express.

In the CHINESE LOTTERIES.

"Suspicious" writes to the *N. C. D. News* on 30th ult.:—Sir.—The tickets of the sixty-six Huph Lottery, last month, contained a discrepancy in the Chinese and English dates for drawing; the English giving July 31—six days after the event actually took place. Was this unintentional? At any rate it gave thousands of natives the chance, if so disposed, after finding themselves losers, of foisting their useless tickets upon credulous foreigners.

With the ethics of gambling the writer has nothing to do. Tens of thousands of dollars are invested monthly by foreigners in various lotteries in China; perchance in the hope that present indulgence may result in future abstinence from the vice, and it would be well in the public interest to inquire whether they get a run for their money. The fact remains that the name and residence of the winner is never known, and—after many years' residence in China—the writer has never heard of or met anyone who had either seen or heard of that apparently mythical favourite of fortune.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 5th September, 1907.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 5th September, 1907.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godowns Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 4th September, 1907.

NAVIGAZIONE GENERALE ITALIANA, (Floro and Rubalino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARGE-LONA, VALENA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"ISCHIA."

Captain Dini, will be despatched as above on WEDNESDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 5th September, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

the 6th September, 1907, at 4 P.M., at their Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

AN ASSORTMENT OF CHINESE CURIOS,

Comprising—

OLD CHINA VASES, JARS, OLD BRONZE INCENSE BURNERS, FLOWER POTS, TABLE SCREENS, &c., &c.

Catalogues will be issued.

On View from To-day.

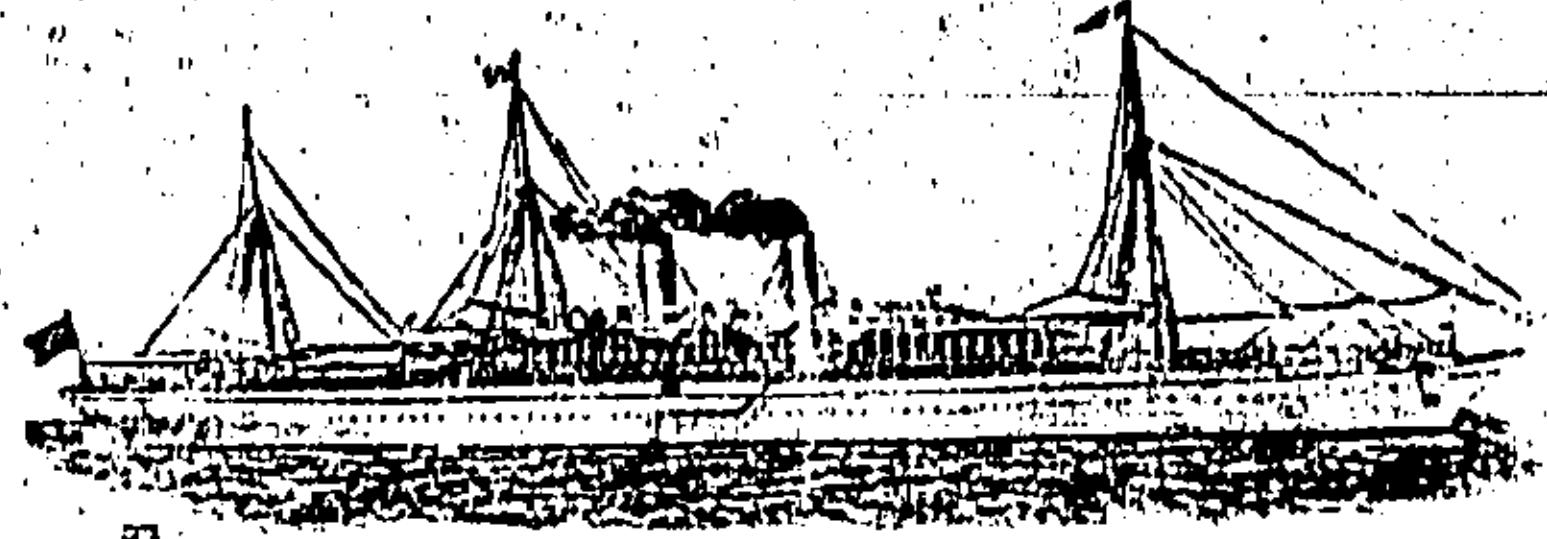
TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 5th September, 1907.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).
Tons
"TARTAR" 4,450 WEDNESDAY, Sept. 11th Oct. 1st
"EMPEROR OF CHINA" 6,000 THURSDAY, Sept. 12th Oct. 14th
"EMPEROR OF INDIA" 6,000 THURSDAY, Oct. 24th Nov. 11th
"MONTEAGLE" 6,103 WEDNESDAY, Nov. 6th Nov. 30th
"EMPEROR OF JAPAN" 6,000 THURSDAY, Nov. 11th Dec. 9th
"TARTAR" 4,450 WEDNESDAY, Dec. 4th Dec. 28th
"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOREA, YOKOHAMA and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 30 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.

Hongkong to London, Intermediate class

Stearmers, and 1st Class on Railways, via St. Lawrence £40. 1/4 New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

H.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES: (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China

Hongkong, 29th August, 1907. Corner Pedder Street and Praya.

1/1

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" 7th Sept.

S.S. "SIKH" 5th Oct.

FOR BOSTON AND NEW YORK.

S.S. "GHAZZE" 14th Sept.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 21st August, 1907. [64]

REDUCED FARES TO STRAITS & CALCUTTA.

Single. Return.

Hongkong to Singapore 1st Class \$5 65 \$100

Penang 85 130

Calcutta 165 250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

General Managers.

Hongkong, 5th September, 1907. [6]

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

NINGPO & SHANGHAI "YOOH W" 7th Sept., 4 P.M.

MANILA, ZAMBOANGA & AUSTRALIA PORTS "TS NIAN" 7th "

SWATOW, WEIHAIWEI, CHEFOO & NEWCHWANG "HUICHOW" 7th "

HOIHOW and HAIPHONG "HUEH" 9th " daylight.

MANILA "TAMING" 10th " 4 P.M.

YOKOHAMA & KOBE "CHINGTU" 10th "

CEBU and ILOILO "HUNGKIAO" 14th "

SWATOW & SHANGHAI "KUXIANG" 14th "

SWATOW & SHANGHAI "SHAOHSING" 17th "

CHEFOO & NEWCHWANG "KWEI YANG" 19th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australasian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 5th September, 1907. [7]

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For. Sailing Dates.

ZAFIRO 1,540 Fraser MANILA SATURDAY, 7th Sept., 1907.

UBI 1,540 Almond " SATURDAY, 14th Sept., 1907.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.,

GENERAL MANAGERS.

Hongkong, 19th August, 1907. [8]

HONGKONG—MANILA

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

—All the most up-to-date arrangements for comfort of Passengers.

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GENERAL MANAGERS.

Hongkong, 19th August, 1907. [8]

HONGKONG NEW YORK

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL

(With Liberty to Call at the Malabar Coast).

Steamship. To sail

For Freight and further information, apply to

SHEWAN, TOME'S & CO.,

General Agents.

Hongkong, 5th July, 1907. [8]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

150 Ocean Steamer.

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSBURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board. Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

HOHENSTAUFEN 1st Oct.

HABSBURG 6th Sept.

SILESIA 2nd Nov.

RHENANIA and Oct.

HOHENSTAUFEN 30th Oct.

Hongkong, 2nd September, 1907. [3]

Homeward.

HAMBURG

6th Sept.

RHENANIA

and Oct.

HOHENSTAUFEN

30th Oct.

Hongkong, 2nd September, 1907. [3]

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DODWELL & CO., LIMITED,

Agents.

Hongkong, 21st August, 1907. [64]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARatsu, KOBE and YOKOHAMA).

With option to call at MEXICAN and other

Coast ports.

Steamers Tons To sail

KASATO MARU 6,100 About Middle

of Oct., 1907.

KATHERINE PARK 5,000 About End of

Nov., 1907.

Taking Freight and Passengers to other

Eastern and Western Coast ports of South

America in connection with Steamers of the

Pacific S. N. Co.

For further information as to Freight and

Passage, apply to

K. MATSDA,

Manager,

York Building,

Hongkong, 2nd September, 1907. [15]

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "Shitomut" and "Tremont" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 2nd September, 1907. [11]

FOR DALNY.

THE Steamship

"KARONGA"

will be despatched for the above Port, on or

about the 16th inst.

For Freight, apply to

SHEWAN, TOME'S & CO.,

Agents.

Hongkong, 2nd September, 1907. [74]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" Capt

Shipping.

Arrivals.

Phuoc, Fr. ss., 1,299, Bouillon, 3rd Sept., Saigon 10th Aug., Rice, B. & Co.

Delta, Br. ss., 4,744, C. L. Daniel, 4th Sept., —Hornby and Singapore 1st Aug., Mails and Gen.—P. & O. S. N. Co.

Pers, Br. ss., 4,96, W. W. Cooke, R.N.R., 4th Sept., —Hornby and Singapore 1st Aug., Mails and Gen.—P. & O. S. N. Co.

Tsinan, Br. ss., 2,120, C. Lindbergh, 4th Sept., —Kobe 29th Aug., B. & S.

Jacob Diederichsen, Ger. ss., 623, A. Uiderup, 4th Sept., —Nilem River 29th Aug., Ballast, —J. & Co.

Sohsu Maru, Jap. ss., 1,110, Y. Yamamoto, 4th Sept., —Shanghai 29th Aug., Gen.—O. S. N.

Rajahuri, Ger. ss., 1,80, O. Koch, 4th Sept., —Bangkok and Kuching 28th Aug., Gen.—B. & S.

Ishia, Ital. ss., 4,182, D. Francesco, 4th Sept., —Singapore 29th Aug., Gen.—C. & Co.

Palembang, Dut. ss., 1,119, N. Dalmeyer, 4th Sept., —Canton 4th Sept., Ballast, —Order.

Japan, Br. ss., 1,8, J. G. Olifent, 4th Sept., —Moj 1st Sept., Gen.—D. S. & Co., Ltd.

Ship Shing, Br. ss., 1,190, F. Monnay, 5th Sept., —Tientsin 21st Aug., and Cheloo 31st Aug., Gen.—J. M. & Co.

Choyang, Br. ss., 1,424, H. E. Sandback, 5th Sept., —Canton 4th Sept., Gen.—J. M. & Co.

Siam, Br. ss., 9, C. Sangster, 5th Sept., —Shanghai and Sept., Ballast.—Mr. Geo. McBain.

Joshin Maru, Jap. ss., 702, H. S. Smith, 5th Sept., —Tamsui 1st Sept., Gen.—O. S. K.

Marmora, Br. ss., 10,509, H. G. C. Weston, R.N.R., 5th Sept., —Shanghai 3rd Sept., Mails and Gen.—P. & O. S. N. Co.

Clearances at the Harbour.

Chipping, for Canton.

Fonthing, for Foochow.

Delta, for Shanghai.

Yatking, for Canton.

Pera, for Yokohama.

Formal Date, for Cheribon.

Daphne, for Kuchinozu.

Standard, for Saigon.

Habsburg, for Singapore.

Departures.

Sept. 5.

Manila, for Shanghai.

Phuoc, for Saigon.

Chili, for Pohow.

Menelaus, for Shanghai.

Huichow, for Canton.

Daphne, for Japan.

Standard, for Saigon.

Passengers arrived.

Per Ischia, from Singapore—322 Chinese.

Per Sohru Maru, from Shanghai—Mr. Schmidt.

Per Japan, from Moji—Mrs. Crispin, Mr. and Mrs. Sutherland, and Miss Clarke.

Per Jacob Diederichsen, from Peran River—Messrs. Lanzing, Chater, Drummond and Eisler.

Per Tsinan, from Kobe—Messrs. Hickling, McPhallamy, Taylor, Henderson, White and Sutcliffe.

Per Delta, from Bombay, &c.—Messrs. Madan, Zaodan Ahmed, Miss G. Campbell, Messrs. A. D. D'Adda, Wankinian, J. Dickie, Wong Shing, Mr. and Mrs. Ellis, Messrs. K. Wilkinson, R. H. Clark, T. Ramsay, Miss A. B. Land, Messrs. A. Macenzie, C. H. May, H. H. Kiny, Asst. Civil Engg. Brigadier, Messrs. H. G. Graham, W. G. Seymour and native servant, T. W. Kong, J. G. Birrell, B. T. Pridham, D. O. Bham, Perpetuum and Khan.

Per Joshin Maru, from Tamsui—Messrs. A. Gee, Goto and Masun.

Passengers departed.

Per Polynesia, for Saigon—Mr. Denk, Miss Jeanne Morand, and Miss Delaunay. For Singapore—Mr. Flinck, D. Cheshire, Miss Yumi, and Mr. R. Cowan. For Marseilles—Messrs. Jose Antonio de Fonseca, Montadon, Pasquier, Briand Néon and Carmejens.

Per Australis, for Shanghai—Mr. Samuel G. Young, Dr. H. A. Cheng, Dr. J. Hawk, Messrs. P. Fukuda, P. Matsubaya, Mr. and Mrs. E. Rohrer, Messrs. Octavio Goncalves, Dunn Goncalves, William Taylor, R. V. Barker and Wukowith, For Yokohama—Mr. and Mrs. J. C. Pele.

Shipping Reports.

Str. *Joshin Maru*, from Tamsui—Moderate N.E. winds and fine.

Str. *Sam* from Shanghai—Strong Northly and N.E. winds, overcast sky, with rough sea in northern half.

Str. *Tsina* from Kobe—Left Kobe 29th August, calling at Kuchinozu on the 31st to coal, leaving the same day for Hongkong direct. Fine weather throughout with fresh N.E.ly winds.

Str. *Ching-fu* from Tamsui—Arrived Hongkong 29th Aug., N.E. winds, overcast sky, with rough sea in northern half.

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